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January + February 2009

2009 Ocean Carrier Profile

The long and short on ocean carrier services in and out of Charleston, Full details from trade lanes, terminals, service names, vessel sharing agreements and vessels in each deployment.

NEWS:

Jafza's Master Plan

Feature:

Jafza International recently unveiled its plan to develop a 1.300-acre logistics park in Orangeburg that will ultimately employ more than 3,000.

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Jafza's Vote of Confidence

ON NOV. 12, 2008, DUBAI-BASED ECONOMIC ZONES World formally introduced Jafza South Carolina LLC and unveiled the firm's ambitious plan to convert 1,300-acres of farmland on Interstate 95 in Orangeburg County into an international logistics hub. Significantly, this is the company's first such investment in the United States.

Steven Eames, vice president of operations for Jafza Americas Inc., presented a 12-year, three-phase vision that is expected to bring more than 4 million square feet of Class A industrial buildings, an intermodal rail complex and 660,000 TEUs of freight to the site. It will draw freight from a wide port range, but its key port connection will be to the Port of Charleston, which is only

The Jafza project emphasizes the tremendous opportunity our state faces today. The Southeast is one of the fastest growing consumption zones in the U.S. and is predicted to continue a steep growth curve through the next two decades. 60 miles away. Given the scope of the project and Jafza's clout and track record in the trade arena, this project is a powerful vote of confidence in the Port of Charleston and the state of South Carolina. A full story on Jafza South Carolina follows in this issue of *PortCharleston*.

The Jafza project emphasizes the tremendous opportunity our state faces today. The Southeast is one of the fastest growing consumption zones in the U.S. and is predicted to continue a steep growth curve through the next two decades. Census predictions indicate the region will grow 43% in population between 2000 and

2030. A growing population brings increasing personal and industrial consumption. The Port of Charleston is supremely positioned to service this demand. One could argue, from a geographical standpoint, that Charleston is better positioned than any competing port with easy access to the entire Interstate 85 corridor from Raleigh, N.C. to Birmingham, Ala.; a central location for service to the entire Southeast; and the capability of serving markets farther inland.

Speaking of demand, it is obvious that we are in a period of softening demand. The U.S. economy has slowed and with it consumption and import container volumes. However, Jafza, like the Authority, must plan with an eye far beyond immediate conditions and have expectations for return on investment beyond the immediate business cycle. It takes many years to plan, permit and construct major infrastructure projects that will be the backbone of our global competitiveness in the coming decades. Clearly, Jafza is prepared for this.

When viewing trade statistics and competing port volumes, it can be easy to forget that ports are connectors, not destinations. A port's value is inevitably tied to the ease with which freight travels between inland U.S. markets and international markets. It is helpful if a port has freight generators nearby, such as large retail distribution centers. But even then the freight is flowing through those facilities to consumers all over the nation.

What Jafza is doing is speculatively investing in facilities to meet that demand. Their buildings are not simply distribution oriented. Their state-of-the-art facilities will be eco-friendly buildings designed for manufacturing, assembly or distribution operations. They will attract clients from around the world, increasing South Carolina's already strong position in foreign direct investment and ultimately employing up to 5,000 people, directly and indirectly.

On its own, Jafza's vision and commitment to South Carolina is significant; but when combined with many other private sector developers and investors that have chosen South Carolina, it becomes evident why the Port of Charleston is known as the next big deal in distribution. Recently, 11 developers have committed to projects totaling more than 25 million square feet of speculatively-built, Class A industrial buildings in South Carolina; 3 million square feet of which is expected to come online in 2009. We are working collaboratively with many in the private sector to get cargo-moving customers into these facilities as soon as possible.

To our friends at Jafza, thank you for your commitment and confidence in the Port of Charleston and the state of South Carolina. We look forward to a long and mutually prosperous relationship in the years to come.

Best regards,

Bernard S. Groseclose Ir. President and CEO

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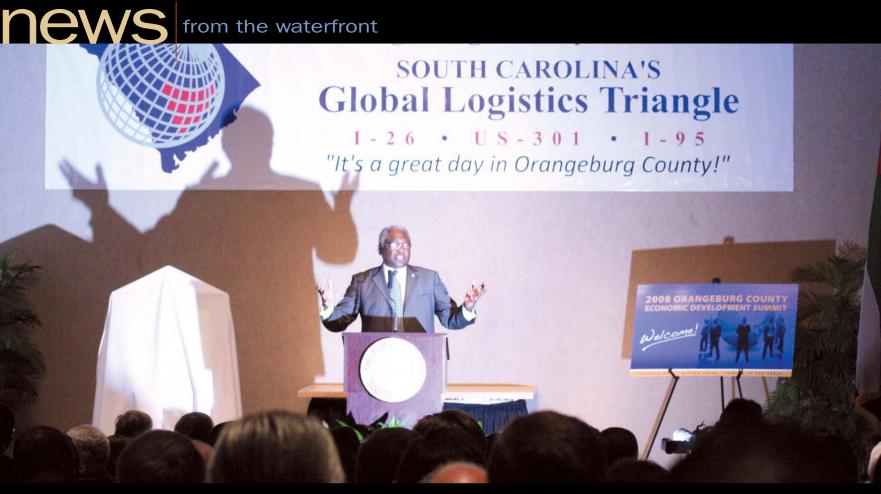
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CONGRESSMAN JAMES E. CLYBURN HIGHLIGHTED THE POSITIVE IMPACT JAFZA WOULD HAVE ON THE STATE AT ORANGEBURG COUNTY'S ECONOMIC DEVELOPMENT SUMMIT. TOP RIGHT: L-R: EZW'S STEVE EAMES, REP. CLYBURN AND ORANGEBURG COUNTY'S GREGG ROBINSON.

Jafza Unveils Master Plan at 2008 Economic Development Summit

THE ORANGEBURG COUNTY DEVELOPMENT COMMISSION recently held its 2008 Economic Development Summit where Dubaibased Jafza International unveiled its master plan and model for a large industrial development near Santee, S.C.

Gregg Robinson, OCDC executive director, said the summit was held to create an understanding of the opportunities and the impact that Jafza will have on Orangeburg County and the state.

Nearly 500 community and business leaders, elected officials, educators, press and residents of Santee and the surrounding region attended the summit to learn of the future opportunities presented by Jafza International, a subsidiary of Economic Zones World.

The plan for Jafza South Carolina anticipates an estimated 3,067 jobs will be created by the end of 2015, according to Steven Eames, vice president of operations for Jafza Americas Inc. Eames explained that the development of the 1,300-acre industrial and logistical park would take place in several phases.

Phase I will include the development of 135 acres including a 950,000-square-foot "light manufacturing facility." The estimated cost of Phase I is \$140 million. Eames expects they'll break ground in the fourth

quarter of 2009 and that this portion will be completed in 2012.

Phase II will include a 63-acre intermodal facility, expected to be completed in 2016. In addition, a 1-million-square-foot distribution center will be developed on 93 acres.

Phase III includes an additional 2 million square feet of distribution center space, on more than 130 acres, by 2020.

The master plan also calls for a total of 692 acres of market-driven, mixed-use development.

Eames cautioned that much of the timeline planning depends on the development of key infrastructure. He added that Jafza is a longterm investor and, like everyone, must closely analyze how the current short-term economic crisis will affect its clients and operations.

The OCDC summit combined high-level speakers, panel discussions and interactive sessions to develop strategic insights on the area's future challenges, solutions and opportunities.

During the summit, U.S. Rep. Jim Clyburn, D-S.C., shared the positive effects that Jafza will have on the state and the region, as well as the challenges that the project will present.

"We are here today because the leadership in the Orangeburg com-



munity realizes the importance of being at the forefront of the next wave of thinking about the future of Orangeburg County and surrounding areas," Clyburn said.

The summit emphasized the role visionary thinking plays in helping to grow business in Orangeburg County and in the state. Attendees left the summit with a vision for 2020 and the understanding that there is work ahead.

"The summit was very informative and well received by the community," said Harry Wimberly, Orangeburg County Council chairman. "It came at a time when there is a need for something positive."

Jeannine Kees, OCDC chairwoman, added that the economic summit marked the beginning of the best period of growth for Orangeburg County, the region and the state.

"The responsibilities rest with us to determine what we do with the opportunities we have been given. The challenge for our team is to maximize these opportunities and build a quality of life that is beneficial to all of our citizens," Kees said. "We must start with infrastructure, education and work force initiatives. We need all team members to see the vision and become engaged."

According to Robinson, Jafza's investment validates the heavilymarketed concept of the Global Logistics Triangle, formed by Interstate 26, U.S. Highway 301 and Interstate 95.

"We accept the challenge of building a better quality of life for the citizens of Orangeburg and this summit is just the beginning," Robinson said. "We are going global, acting local."

adidas Group Opens S.C. Apparel **Facility**

TheadidasGrouphasannounced that its new 800,000-square-foot apparel facility has gone live in Spartanburg, S.C.

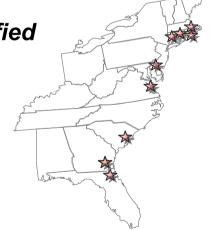
In 2007, the adidas Group announced it would consolidate the adidas brand's apparel distribution center in Hebron, Ky.; its footwear distribution center in Spartanburg,



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S.C.; the Reebok brand's apparel distribution center in Memphis, Tenn.; and its footwear distribution centers in Stoughton and Norwood, Mass. into new facilities in Spartanburg.

Kirsten Keck, corporate public relations manager for adidas Group, said the Spartanburg campus will consist of three facilities: the administrative building, which went live in the spring of 2008; the recently-opened 800,000-squarefoot apparel facility; and a 1.1-million-square-foot footwear facility that will open at the end of 2009.

The company said its decision to develop an integrated distribution network would strengthen the group's competitive position, as well as contribute to the synergies created by the integration of adidas and Reebok.

The adidas Group is one of the global leaders within the sporting goods industry, offering a broad range of products around three

core segments: adidas, Reebok and TaylorMade-adidas Golf. Headquartered in Herzogenaurach, Germany, the group has more than 26,000 employees and sales of more than €10 billion

FITESA to Invest \$120 Million in S.C.

FITESA, a Brazilian manufacturer of polypropylene nonwoven fabrics, plans to invest \$120 million and create 80 jobs at its new North American operations in Laurens County, S.C.

The company, which will be the inaugural tenant of the Owings Industrial Park in Laurens County, will construct a 225,000-squarefoot facility with future expansion in mind.

FITESA, a PETROPAR company, is one of the largest polypropylene nonwoven producers in the world. FITESA's nonwovens are used as raw material in numerous every day products, including disposable diapers and hygiene products, medical apparel, home furnishings and mattresses. Other product applications include agriculture, automotive, construction, footwear and luggage, industrial disposables and packaging.

Silverio Baranzano, FITESA managing director, said the company chose Laurens County for its proximity to major ports, easy access to railroads and highways, and excellent manpower and infrastructure availability.

S.C. Secretary of Commerce Joe Taylor said this announcement is evidence that advanced textile production is attracting new investment and creating job opportunities throughout South Carolina.

"This announcement is a positive reflection of South Carolina's growing advanced materials industry," Taylor said. "FITESA's decision to locate in South Carolina is further evidence that state's businessfriendly climate and skilled work force are working to increase the state's competitive advantage."

LSP Announces \$45 Million Expansion

LSP Automotive Systems LLC announced it will expand its current 230,000-square-foot facility in Union County, S.C. The company expects the \$45 million investment to create 61 new jobs.

"We are pleased to move forward with our expansion plans in Union County," said Oliver Wackenhut, CEO. "South Carolina continues to offer us a positive business environment and the skilled work force we require."

LSP Automotive is a Tier One supplier of premium Class A metal and assemblies for the North American automotive industry. The company was the first automotive supplier in Union County, founded in late 2005 to supply BMW with Class A stampings and

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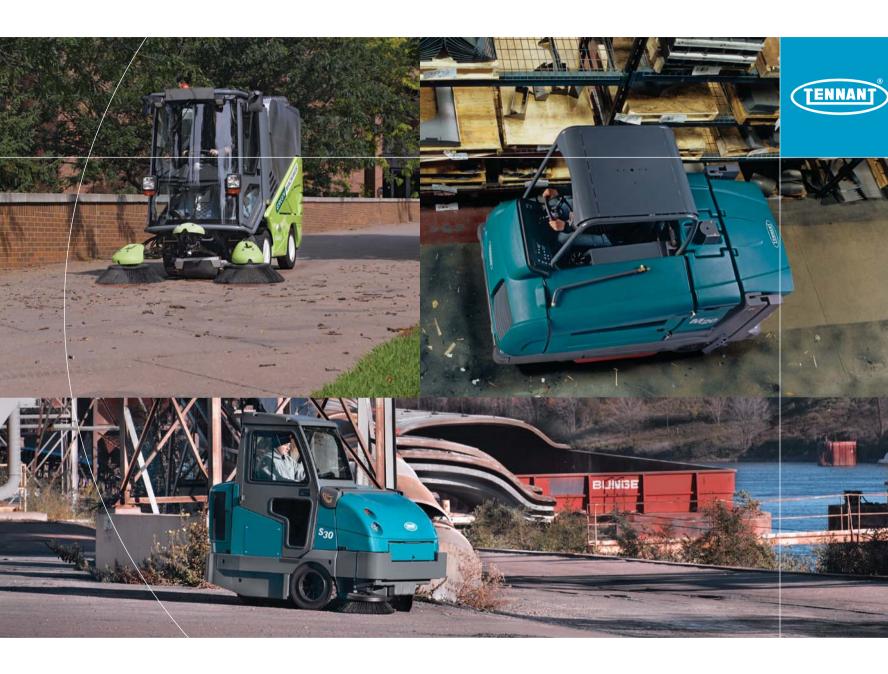




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assemblies for the company's X6. In 2005, LSP committed to create 130 jobs and today employs more than 150 people.

LSP is a 100% subsidiary of the German Automotive supplier Laepple AG. Laepple has been the system partner to the automotive and sheet metal industry for more than 80 years. With more than 4,500 employees worldwide, Laepple provides Audi, BMW, Daimler, Porsche, Volvo, VW, DAF and Opel with dies, prototypes, sheet metal stampings and plastic molds.

CSAV Boosts Charleston ECSA Capacity

The Port of Charleston's access to South American trading partners will increase this year, as Chilean carrier CSAV Group brings on additional capacity on its weekly USATLAN service.

Beginning in the third quarter of 2009, CSAV will replace vessels able to accommodate 2,500 20-foot equivalent units (TEUs) with 3,500-TEU ships. The move is part of upgrades to five of CSAV's services covering the East Coast of South America.

"We wish to continue offering our customers reliable service and better options," said Felipe Olavarria, senior vice president of South American trades at CSAV's New York office. "The upgraded service coupled with Charleston's high productivity is a win-win for our customer base."

The USATLAN service calls the Wando Welch Terminal every seven days and connects Charleston with the East Coast South American ports of Puerto Cabello in Venezuela, Rio de Janeiro, Santos, Salvador and Sao Francisco do Sul in Brazil. Other participating carriers on the service include Hanjin, Hamburg Sud, Alianca, Yang Ming, K Line and Libra.

"The East Coast of South America offers a steadily growing export opportunity for South Carolina businesses," said Fred Stribling, SCSPA vice president of marketing and sales. "Last year, exports in that trade lane increased 19 percent."

In 2007, the South American trade lane accounted for 11% of Charleston's total container business.

New Partnership on Right Whales

As part of its "Pledge for Growth" commitment to the community and local environment, the SCSPA has renewed its partnership with Wildlife Trust to help monitor and protect right whales in the region. Through its agreement, the SCSPA pledged up to \$200,000 per year for five years to Wildlife Trust so that the organization can increase aerial surveys of right whales.

"We are pleased to continue our partnership with Wildlife Trust as part of our overall commitment to protecting the environment," said Bernard S. Groseclose Jr., SCSPA president and CEO. "Through our Pledge for Growth, we believe that the success of the port can mean great things for both the economy and our environment."

Monitoring right whales through aerial surveys provides vital information to wildlife managers on right whale calving distribution and the location of these slow-moving animals. The largest threats to the right whale population are human-related, including ship strikes and entanglement in fishing gear. Wildlife Trust works to minimize the risk to these animals by locating right whales during daily aerial surveys from November through April and reporting locations to military and commercial shipping traffic to

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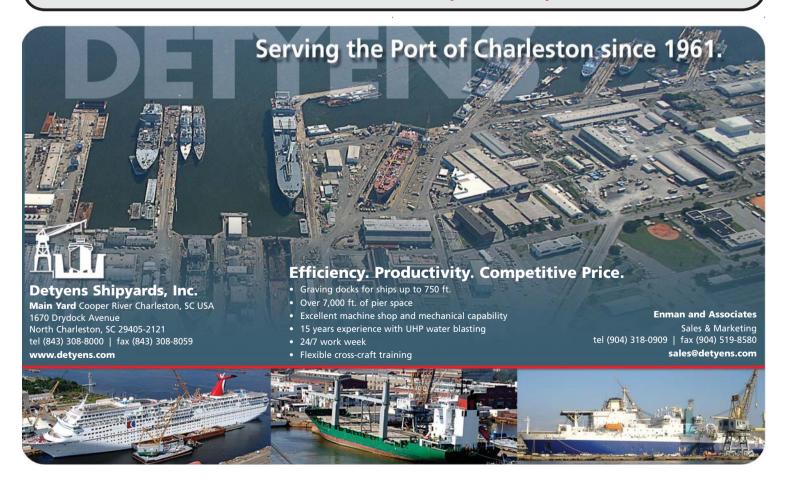
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mitigate potential ship strikes. The SCSPA-funded survey area spans from Cape Romain, S.C. to Fripp Island, S.C.

Aerial flights are conducted three to four days a week during the best weather conditions. Wildlife Trust scientists began their new survey season in November. In the previous season funded by the SCSPA, which spanned from January to April 2008, the survey team logged six sightings with a total of 16 whales spotted.

Endangered North Atlantic right whales migrate to the Southeastern U.S. coast to give birth to their calves. This region is the only known calving ground for the species and has been designated as a critical habitat for right whales. During the project permitting process for the new container terminal in North Charleston, collaboration between the National Oceanic and Atmospheric Administration and the SCSPA resulted in increased efforts to protect right whales along the South Carolina coast.

"With fewer than 400 right whales remaining in the population, every whale is vital to the survival of this critically endangered species," said Dr. Mary C. Pearl, president of Wildlife Trust.

MSC (USA) Inc. Expands in Charleston

Mediterranean Shipping Co. (USA) Inc., the agency for global shipping line MSC, the world's second-largest container carrier, has moved into its new \$8 million South Atlantic corporate headquarters in Mount Pleasant, S.C.

The new facility at 700 Watermark Blvd. increases the company's capacity from 20,000 to 45,000 square feet. The new site will oversee MSC's Charleston, Savannah, Ga. and Jacksonville, Fla., operations.

Mediterranean Shipping Co.

(USA) Inc. has 20 North American offices and considered sites in Maryland, New Jersey and Texas for its expansion. But, it chose the Charleston area for the third time first when the company opened its local office in 1993, and again when it expanded in 1999, according to Mediterranean Shipping Co. (USA) Inc. Vice President Sergio Fedelini.

The new office houses the company's current staff of 215.

"Charleston has been able to offer us what many other locations have not — great incentives, a dedicated work force and reasonable coastal living," Fedelini said.

In order to receive the incentive package, MSC promised it would provide 125-150 new jobs to the area over the next few years; however, Fedelini expects that number to be higher.

"We have a parking lot paved for 430 cars, if that tells you anything," he said.

Considering that the compa-

ny's U.S. headquarters in New York has 250 employees, the Charleston office is poised to become the company's largest U.S. location.

Mediterranean Shipping Co. (USA) Inc.'s parent company, MSC SA, also has shown strong support for the Charleston area. In 2007, it renewed its commitment to Charleston with a five-year agreement, translating into more than 230 ship calls per vear.

"We looked at many locations, but we couldn't find any better alternative than the Charleston region," Fedelini said, adding that since the company opened its Charleston office in 1993, it has proven to be one of the company's most productive.

"The people of South Carolina do a great job, so we have decided to expand here," Fedelini said. "It is a credit to the community and to our work force that we have chosen to expand our operations here yet again."



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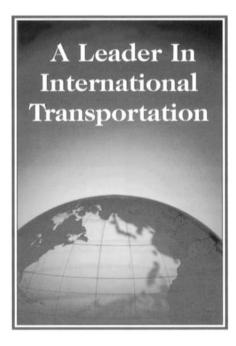
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Wilbur Johnson:

Leading Charleston's Business Community in Support of the Port of Charleston

BY BETSY HARTER

THE PORT OF CHARLESTON AND THE BUSINESS COMMU-NITY go hand in hand — one would not prosper without the other. No one understands this relationship better than Wilbur Johnson, a partner at the law firm Young Clement Rivers. As chairman of the Charleston Metro Chamber of Commerce's Port Development Task Force, Johnson leads a group of approximately 20 business leaders who work to generate support for the Port of Charleston.

The Port Development Task Force was formed in October 2004, the year Johnson served as chairman of the board for the chamber. The chamber had invited a group of SCSPA executives to the board

meeting to provide an update about activities at the Port of Charleston.

"We learned that morning about the Port of Charleston's need for capacity in order to maintain its competitive advantage," Johnson said. "The board decided that the Port of Charleston's impact is significant enough, and that this issue was important enough, that the business community should become involved."

The Port Development Task Force strives to assist the Port of Charleston with its efforts to maintain its competitive posture. In past years, Johnson and the task force, staffed by Mary Graham, the chamber's vice president for public policy, have generated support for the Port of Charleston in a number of ways. For instance, the group organized an effort to support the SCSPA

during public hearings and the review of its Economic Impact Analysis connected with building a new terminal at the former Charleston Navy Base. The task force also has met with local legislators, particularly the Charleston County legislative delegation, to emphasize the importance of the port's operations to the business community and the community at large. The Port Development Task Force has also partnered with the S.C. Chamber of Commerce to gain support in the S.C. General Assembly.

"We have also traveled across the state to other chambers of commerce in the Upstate, which have a significant interest in port operations, to plan activities that would support the Port of Charleston's efforts to expand its capacity, and to try to build support in the General Assembly for the Port of Charleston," Johnson said.

In 2009, Johnson plans for the task force to continue its activities in support of the Port of Charleston, including meeting with delegates, regulatory agencies and others who have an effect on the port's construction effort.

"I was glad to see this year that the port was able to break ground and begin work on the new terminal at the former Navy Base in North Charleston, and our No. 1 goal is to do what we can as part of the business community and the general community to ensure that this construction effort continues to move forward," Johnson said.

Johnson received his undergraduate degree at Augusta State University. From there, he graduated from the University of South Carolina School of Law in 1979 and became a member of the South

> Carolina Bar Association that same year. Upon graduation, he worked as a staff lawyer with a legal aide organization in his hometown of Columbia, S.C. He then worked as an assistant attorney general in the office of the Attorney General of South Carolina. During that time, he worked on a case with lawyers from Young Clement Rivers.

> "In doing so, I become acquainted with the attorneys at this firm and started discussing the possibility of my joining this law firm. I decided I would leave Columbia and move to Charleston," Johnson said. Today, he specializes in employment and labor law, and administrative and regulatory law.

Since arriving in Charleston, Johnson certainly has made his mark on the community. In

addition to serving as a past chairman of the chamber, he has chaired the chamber's Public Policy Committee and served on a task force that aimed at passing a school bond referendum to generate money for repairs to the Charleston County School District's physical plant. Johnson has also served as an adjunct professor at the Charleston School of Law.

Today, he serves as a board member of several civic and community organizations including the Roper Hospital Board of Trustees, the Historic Charleston Foundation, the Charleston Metro Chamber of Commerce, the Trust for Public Land, Crisis Ministries, Charleston County Greenbelt Advisory Board, the South Carolina Aquarium, the New Morning Foundation, the International African American Museum Board of Trustees, the South Carolina Bar House of Delegates and the Carolina Youth Development Center.





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BY BETSY HARTER

FAMILY BUSINESSES COMPRISE 80% TO 90% OF ALL enterprises in North America, according to the *Family Business Review*. Unfortunately, only 30% to 40% of those companies survive to the second generation and a mere 10% to 12% make it to the third, according to various statistics. The survivors seem to have one thing in common — their ability to change with the times.

C&C Warehouse & Distribution Co., based in Hanahan, S.C., is one example of a family business that has remained flexible, adapted quickly and has been able to thrive for generations. Founded by Henry Brock in 1972 as Brock Moving & Storage, the family business originally focused on military contracts, including moving household goods, personal effects and cargo for government officials.

After Brock passed away, the company was passed into the hands of Brock's grandson, Jimmy Connelly, who began working in the family business at a very young age. Connelly had always been proud of the company, but he recognized the need for a new direction.

"As a company, we didn't recognize the value of the port until the 1990s when we saw the port growing many spinoff businesses. So when I took over the helm in 1995, I was ready for a change," Connelly said. "We began focusing more on the Port of Charleston and transitioning our core business into that of a general warehousing company that works with freight of all kinds."

Now known as C&C Warehouse & Distribution Co. Inc., the company's core business is centered on port-related warehousing and distribution.

Connelly credits his colleagues in Charleston's warehousing and distribution community for showing him the ropes. Mentors such as Fred Yohe at Garnet Logistics Inc. and Jimmy Gianoukos at ATS Logistics Inc., helped him get the newly-focused business off the ground.

"They are the pioneers of this industry, and they took me under their wings and taught me the basic fundamentals of this type of warehousing. They were instrumental in developing C&C and our move away from government contracting into public warehousing," Connelly said.

Connelly has made good on his promise to his grandfather to keep the company in the family. Early on, he brought his mother, Pam Connelly, into the office to help him with accounting and payroll.

"It was originally going to be a short-term thing, but I soon discovered that having your mother watching over your money is not a bad thing, and she has been with me ever since, performing all administrative aspects of the company," he said.

Recently, his cousin Greg Cate joined the company as operations manager.

The Connelly family members' flexibility and foresight has helped them prepare for whatever new business may come their way. As a result, C&C is approved by the U.S. Department of Agriculture, the U.S. Food and Drug Administration and the U.S. Bureau of Alcohol, Tobacco, Firearms and Explosives.

A U.S. Customs-bonded facility, C&C also is ISO 9002 compliant, which means that it meets the International Standard Organization's standards for quality management systems.

In fact, C&C's in-house quality control and inspection program is one way that the company has been able to differentiate itself from

other warehousing and distribution facilities. For example, if an overseas company imports parts to the United States, C&C will warehouse, store and stock them. Before the parts ship to the end user, C&C performs quality checks to ensure that they deliver deficiency-free parts.

"We screen for defective parts, and if we find some, the end user never knows there was a problem," Connelly said. "If you don't have someone like us, the parts would be delivered straight to the end user, and if they find a deficiency it makes the supplier look bad. We are the last set of eyes before the end user gets the parts, and it is an advantage to have someone inspecting every part before the customer receives to guarantee deficiency-free parts."

C&C provides a variety of services, including containment, sorting, packing and repacking and

order fulfillment. Customers, particularly retailers, appreciate the com-

pany's state-of-the-art technology, including a Web-based inventory control system and bar code scanning. In order to provide seamless service, C&C operates an in-house fleet of 22 trucks that moves containerized freight, both import and export, within a 500-mile radius.

Although there are larger distribution operations in the Charleston area, C&C Warehousing continues to differentiate itself by its adaptability and customer service.

"One thing that running a family business has taught me is that customers appreciate it when you treat them like family, too," Connelly said. "We take care of our customers' freight as if it were out own, and that is what keeps them coming back."



change.





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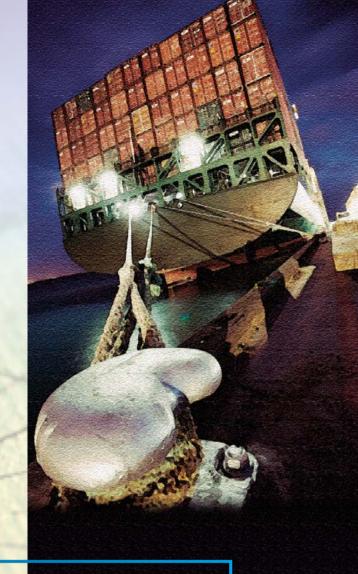
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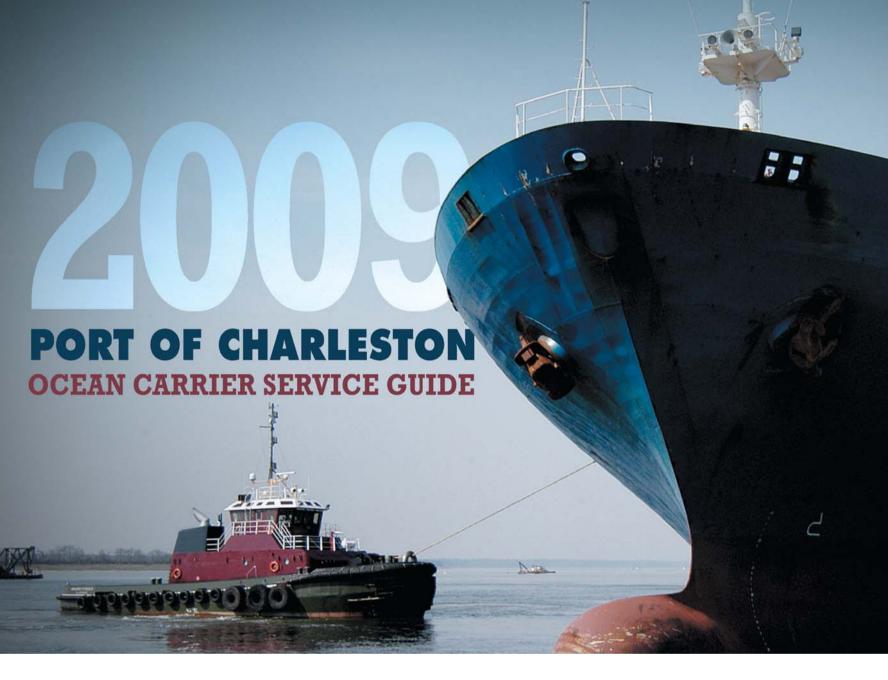
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The Port of Charleston Ocean Carrier Profile is designed to provide our clients the information they will need to best plan and implement their trade strategies. The Profile lists the services in several different ways. The first is broken down by carrier, detailing each company's services in the port. The second is broken down by deployment, detailing each string of vessels, the ocean carrier participants, the port rotations and relevant facts such as frequency, number of vessels in the service, the size of those ves-

sels and other information.

This Profile covers direct services only. That means we are not listing relays and trans-shipment port pairs. The fact is that most of the world's largest container carriers can move a container from any one port to just about any other port in the world, given enough time. Listing all the possible combinations would be hundreds of pages long. We recommend that clients use this guide to direct services and contact the carriers for points of origin or destination not listed here. We have provided contact information for each carrier.

As always, if you need general assistance please feel free to call our sales office at 1-800-383-1721. While we are not in the business of promoting one service over any other, our staff stands ready to assist clients in moving freight via the Port of Charleston and would be happy to do so. This same information is available on our Web site at www.PortCharleston.com under the Resources tab.

Ocean Carrier Services CHARLESTON

TRADE LANE	SERVICE	FREQUENCY	TERM.	
ACL (800) 225-1235 • www.aclcargo.com				
Transatlantic	J	Weekly	NC	
Transatlantic	N	Weekly	NC	

Alianca

(973) 775-5600 • www.alianca.com.br

ECSA	ABUS	Weekly	WW
ECSA	NA-ECSA2	7 days	WW
NCSA	NA-ECSA2	7 days	WW
NCSA	ABUS	Weekly	WW

ANL Container Line

(843) 720-1580 • www.anl.com.au

ISC	ISC-3	Weekly	NC
Mid East	ISC-3	Weekly	NC
Transatlantic	EUS-1	Weekly	NC
Transatlantic	ISC-3	Weekly	NC

APL

(800) 999-7733 • www.apl.com

(555) 555 1155			
Asia	APX	Weekly	WW
Asia via Suez	SZX	Weekly	WW
Central America	APX	Weekly	WW
Caribbean	APX	Weekly	WW
ISC	IAX	Weekly	NC
ISC	SZX	Weekly	WW
Mid East	SZX	Weekly	WW
Mid East	IAX	Weekly	NC
Transatlantic	APX	Weekly	WW
Transatlantic	ATS	Weekly	WW
Transatlantic	IAX	Weekly	NC
Transatlantic	MGS	Weekly	WW
Transatlantic (out)	ATN	Weekly	WW

ARC

(201) 571-0444 • www.arrcnet.com

ISC	Mid East	Twice/Mth	UP
Mid East	Mid East	Twice/Mth	UP
Transatlantic	Atlantic	7 days	UP
Transatlantic	Mid East	Twice/Mth	UP

TRADE LANE	SERVICE	FREQUENCY	TERM.	
Atlanticargo (800) 251-3960 • www.atlanticargo.com				
Transatlantic	-	10 days	CS	

BBC Chartering

(713) 688-4020 • www.BBC-online.de

(
Transatlantic	Andino Eur	Monthly	CS	
WCSA	Andino Fur	Monthly	CS	

CCNI

(800) 223-2264 • www.ccni.cl

` ,			
Central America	Americas	Weekly	WW
Caribbean	Americas	Weekly	WW
NCSA	Americas	Weekly	WW
WCSA	Americas	Weekly	WW

China Shipping Container Lines

(843) 881-4754 • www.chinashippingna.com

Transatlantic	EAG	Weekly	NC
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CMA CGM

(843) 740-0700 • www.cma-cgm.com

Asia	PEX 3	8 days	WW
Asia via Suez	SZX	Weekly	WW
Central America	PEX 3	8 days	WW
Caribbean	PEX 3	8 days	WW
ISC	Indamex	Weekly	NC
ISC	SZX	Weekly	WW
Mid East	SZX	Weekly	WW
Mid East	Indamex	Weekly	NC
Transatlantic	Indamex	Weekly	NC
Transatlantic	Victory Br	Weekly	NC
Transatlantic (out)	Liberty Br	Weekly	WW

COSCO

(800) 242-7354 • www.cosco-usa.com

Asia	AWE-2	Weekly	CS
Transatlantic	TAS-1	Weekly	CS
Transatlantic	TAS-6	Weekly	WW

TRADE LANE	SERVICE	FREQUENCY	TERM.
CSAV			

(732) 635-2600 • www.csav.com

Central America	Americas	Weekly	WW
Caribbean	Americas	Weekly	WW
ECSA	-	Weekly	WW
ECSA	USATLAN	7 days	WW
NCSA	Americas	Weekly	WW
NCSA	USATLAN	7 days	WW
NCSA	-	Weekly	WW
WCSA	Americas	Weekly	WW

Evergreen Shipping Agency

(843) 856-7600 • www.evergreen-shipping.us

Asia	CNY	Weekly	WW
Asia	NUE	Weekly	NC
Central America	CNY	Weekly	WW
Central America	NUE	Weekly	NC
Caribbean	CNY	Weekly	WW
Caribbean	NUE	Weekly	NC
Transatlantic	EUG	Weekly	NC
Transatlantic	NUE	Weekly	NC

Hamburg Sud

(888) 228-3270 • www.hamburgsud.com

Central America	AGAS	Weekly	WW
Caribbean	AGAS	Weekly	WW
ECSA	ABUS	Weekly	WW
ECSA	NA-ECSA2	7 days	WW
NCSA	AGAS	Weekly	WW
NCSA	NA-ECSA2	7 days	WW
NCSA	ABUS	Weekly	WW
WCSA	AGAS	Weekly	WW

Hanjin

(912) 966-1220 • www.hanjin.com

Asia	AWC	Weekly	CS
ECSA	SNA	7 days	WW
Transatlantic	NTA	Weekly	CS

Hapag-Lloyd

(843) 556-4052 • www.hlcl.com

ISC	Indamex	Weekly	NC
Mid East	Indamex	Weekly	NC
Transatlantic	ATX	Weekly	NC
Transatlantic	GAX	Weekly	NC
Transatlantic	GMX	Weekly	NC
Transatlantic	Indamex	Weekly	NC
Transatlantic	MNX	Weekly	WW

TRADE LANE	SERVICE	FREQUENCY

Hyundai

(877) 749-8632 • www.hmm21.com

` '			
Asia	APX	Weekly	WW
Asia	NUE	Weekly	NC
Asia via Suez	SZX	Weekly	WW
Central America	APX	Weekly	WW
Caribbean	APX	Weekly	WW
ISC	SZX	Weekly	WW
Mid East	SZX	Weekly	WW
Transatlantic	APX	Weekly	WW
Transatlantic	ATS	Weekly	WW
Transatlantic (out)	ATN	Weekly	WW

TERM.

"K" Line

(800) 609-3221 • www.k-line.com

Asia	NATCO-1	Weekly	CS
ECSA	SAMCO	7 days	WW
Transatlantic	NA Shuttle	Weekly	UP
Transatlantic	TASCO 1	Weekly	CS
Transatlantic	TASCO 6	Weekly	WW

Libra-Montemar

(877) 959-4910 • www.libra.com.br

ECSA	-	Weekly	WW
ECSA	USATLAN	7 days	WW
NCSA	USATLAN	7 days	WW
NCSA	-	Weekly	WW

MacAndrews

(843) 856-1000 • www.macandrews.net

ISC	Indamex	Weekly	NC
Mid East	Indamex	Weekly	NC
Transatlantic	Indamex	Weekly	NC

Maersk Line

(800) 321-8807 • www.maerskline.com

()			
Africa	AMEX	Weekly	WW
Asia (in)	TP7	Weekly	WW
Central America	AMEX	Weekly	WW
Central America	SAE	Weekly	WW
Central America	TP7	Weekly	WW
Caribbean	AMEX	Weekly	WW
Caribbean	SAE	Weekly	WW
Caribbean	TP7	Weekly	WW
ISC	MECL1/SZX1	Weekly	WW

KEY TO TERMINAL **ABBREVIATIONS**

CS COLUMBUS STREET **NC NORTH CHARLESTON UP** UNION PIER WW WANDO WELCH

Ocean Carrier Services CHARLESTON

TRADE LANE	SERVICE	FREQUENCY	TERM.
Mid East	MECL1/SZX1	Weekly	WW
Transatlantic	MECL1/SZX1	Weekly	WW
Transatlantic	TA1	Weekly	WW
Transatlantic	TA2	Weekly	WW
Transatlantic	WestMed	Weekly	WW
Transatlantic (out)	TA3	Weekly	WW

MOL

(866) 437-2576 • www.molpower.com

` ,			
Africa	-	Twice/Mth	UP
Asia	CNY/APX	Weekly	WW
Asia	NUE	Weekly	NC
Asia via Suez	SZX	Weekly	WW
Central America	CNY/APX	Weekly	WW
Caribbean	CNY/APX	Weekly	WW
ECSA	-	Twice/Mth	UP
Europe	-	Twice/Mth	UP
ISC	IAX	Weekly	NC
ISC	SZX	Weekly	WW
Mid East	SZX	Weekly	WW
Mid East	IAX	Weekly	NC
Transatlantic	ATS	Weekly	WW

TRADE LANE	SERVICE	FREQUENCY	TERM.
Transatlantic	CNY/APX	Weekly	WW
Transatlantic	IAX	Weekly	NC
Transatlantic (out)	ATN	Weekly	WW

MSC

(843) 971-4100 • www.mscgva.ch

` '	•		
Africa	AMEX	Weekly	WW
Central America	AMEX	Weekly	WW
Central America	S Atlantic	7 days	WW
Caribbean	AMEX	Weekly	WW
Caribbean	S Atlantic	7 days	WW
Transatlantic	-	Weekly	WW
Transatlantic	S Atlantic	7 days	WW

NYK

(888) 695-7447 • www.nvk.com

()	,		
ISC	IEX	Weekly	NC
Mid East	IEX	Weekly	NC
Transatlantic	ATX	Weekly	NC
Transatlantic	GAX	Weekly	NC
Transatlantic	IEX	Weekly	NC



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IKADE LANE		SERVICE	FREQUENCY	I EKIVI.			
	OOCL (888) 388-6625 • www.oocl.com						
	ISC	IEX	Weekly	NC			
	Mid East	IEX	Weekly	NC			
	Transatlantic	ATX	Weekly	NC			
	Transatlantic	GAX	Weekly	NC			
	Transatlantic	GMX	Weekly	NC			
	Transatlantic	IEX	Weekly	NC			

Safmarine

(866) 866-4723 • www.safmarine.com

AMEX	Weekly	WW
TP7	Weekly	WW
AMEX	Weekly	WW
TP7	Weekly	WW
AMEX	Weekly	WW
TP7	Weekly	WW
ESEC EXP	Weekly	WW
ESEC EXP	Weekly	WW
ESEC EXP	Weekly	WW
US-Gulf	Weekly	WW
	TP7 AMEX TP7 AMEX TP7 ESEC EXP ESEC EXP ESEC EXP	TP7 Weekly AMEX Weekly TP7 Weekly AMEX Weekly TP7 Weekly TP7 Weekly ESEC EXP Weekly ESEC EXP Weekly ESEC EXP Weekly ESEC EXP Weekly

TRADE LANE	SERVICE	FREQUENCY	TERM.		
Star Shipping (843) 856-1000 • www.starshipping.com					
Transatlantic	-	10 days	CS		
Wallenius Wilhelmsen (201) 505-4000 • www.2wglobal.com					
ISC	NM, MN	Twice/Mth	UP		
Mid East	NM, MN	Twice/Mth	UP		
Transatlantic	EA,NA	Twice/Mth	UP		
Transatlantic	EB,NB	7 days	UP		

NM, MN

Yang Ming

Transatlantic

(912) 238-0329 • www.yml.com.tw

Asia	AW2	Weekly	CS
ECSA	ES2	7 days	WW
Transatlantic	TA1	Weekly	CS
Transatlantic	TA6	Weekly	WW

Twice/Mth

Zim

(886) 744-7046 • www.zim.co.il

Transatlantic	ATX	Weekly	NC
Transatlantic	AUE	Weekly	CS

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Trade Region	Carrier	Carrier Specific Name	General Service Name
Africa	MOL	-	Mitsui O.S.K. 4 Continents Express Ro/Ro Service
Africa	Maersk Line	AMEX	MSC/Safmarine/Maersk Line - American Express-AMEX
Africa	MSC	AMEX	MSC/Safmarine/Maersk Line - American Express-AMEX
Africa	Safmarine	AMEX	MSC/Safmarine/Maersk Line - American Express-AMEX
Asia	CMA CGM	PEX 3	CMA CGM - Pacific Express 3-PEX 3
Asia	COSCO	AWE-2	COSCO/"K" Line/Yang Ming/Hanjin - AWE-2
Asia	Hanjin Shipping	AWC	COSCO/"K" Line/Yang Ming/Hanjin - AWE-2
Asia	K Line	NATCO-1	COSCO/"K" Line/Yang Ming/Hanjin - AWE-2
Asia	Yang Ming	AW2	COSCO/"K" Line/Yang Ming/Hanjin - AWE-2
Asia	Evergreen Line	NUE	Evergreen Line/New World Alliance - NUE
Asia	Hyundai	NUE	Evergreen Line/New World Alliance - NUE
Asia	MOL	NUE	Evergreen Line/New World Alliance - NUE
Asia	APL	APX	New World Alliance/ Evergreen / Maersk Line - Atlantic Pacific Express-APX
Asia	Evergreen Line	CNY	New World Alliance/ Evergreen / Maersk Line - Atlantic Pacific Express-APX
Asia	Hyundai	APX	New World Alliance/ Evergreen / Maersk Line - Atlantic Pacific Express-APX
Asia	MOL	CNY/APX	New World Alliance/ Evergreen / Maersk Line - Atlantic Pacific Express-APX
Asia (in)	Maersk Line	TP7	Maersk Line/ Safmarine / New World Alliance/CMA CGM - TA3/TP7
Asia (in)	Safmarine	TP7	Maersk Line/ Safmarine / New World Alliance/CMA CGM - TA3/TP7
Asia via Suez	APL	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Asia via Suez	CMA CGM	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Asia via Suez	Hyundai	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Asia via Suez	MOL	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Central America	CMA CGM	PEX 3	CMA CGM - Pacific Express 3-PEX 3
Central America	CCNI	Americas	CSAV/CCNI/Hamburg Sud - Americas Service
Central America	CSAV	Americas	CSAV/CCNI/Hamburg Sud - Americas Service
Central America	Hamburg Sud	AGAS	CSAV/CCNI/Hamburg Sud - Americas Service
Central America	Evergreen Line	NUE	Evergreen Line/New World Alliance - NUE
Central America	Maersk Line	SAE	Maersk Line - South Atlantic Express-SAE
Central America	Maersk Line	TP7	Maersk Line/ Safmarine / New World Alliance/CMA CGM - TA3/TP7
Central America	Safmarine	TP7	Maersk Line/ Safmarine / New World Alliance/CMA CGM - TA3/TP7
Central America	MSC	S Atlantic	MSC - South Atlantic, Mexico & Gulf
Central America	Maersk Line	AMEX	MSC/Safmarine/Maersk Line - American Express-AMEX
Central America	MSC	AMEX	MSC/Safmarine/Maersk Line - American Express-AMEX
Central America	Safmarine	AMEX	MSC/Safmarine/Maersk Line - American Express-AMEX
Central America	APL	APX	New World Alliance/ Evergreen / Maersk Line - Atlantic Pacific Express-APX
Central America	Evergreen Line	CNY	New World Alliance/ Evergreen / Maersk Line - Atlantic Pacific Express-APX
Central America	Hyundai	APX	New World Alliance/ Evergreen / Maersk Line - Atlantic Pacific Express-APX
Central America	MOL	CNY/APX	New World Alliance/ Evergreen / Maersk Line - Atlantic Pacific Express-APX
Caribbean	CMA CGM	PEX 3	CMA CGM - Pacific Express 3-PEX 3
Caribbean	CCNI	Americas	CSAV/CCNI/Hamburg Sud - Americas Service
Caribbean	CSAV	Americas	CSAV/CCNI/Hamburg Sud - Americas Service CSAV/CCNI/Hamburg Sud - Americas Service
Caribbean	Hamburg Sud	AGAS	CSAV/CCNI/Hamburg Sud - Americas Service CSAV/CCNI/Hamburg Sud - Americas Service
Caribbean	Evergreen Line	NUE	Evergreen Line/New World Alliance - NUE
Caribbean	Maersk Line	SAE	Maersk Line - South Atlantic Express-SAE
Caribbean	Maersk Line	TP7	Maersk Line - South Atlantic Express-SAE Maersk Line/ Safmarine / New World Alliance/CMA CGM - TA3/TP7
σαιιννσαιι	IVIACION LIIIC	117	MIGOTON LITTE / ORTHORITO / INCH WOLLD AMINITUCE/OWN GUIVE - 143/171



Frequency	# Vessels	# US Flag Vessels	Average TEUs	Operator	Terminal
Twice/Mth	-		0	-	UP
Weekly	8	1	2,449	SPA	WW
Weekly	8	1	2,449	SPA	WW
Weekly	8	1	2,449	SPA	WW
8 days	8	-	5,001	SPA	WW
Weekly	9	-	3,832	Line	CS
Weekly	9	-	3,832	Line	CS
Weekly	9	-	3,832	Line	CS
Weekly	9	-	3,832	Line	CS
Weekly	12	-	4,226	Line	NC
Weekly	12	-	4,226	Line	NC
Weekly	12	-	4,226	Line	NC
Weekly	12	-	4,644	SPA	WW
Weekly	12	-	4,644	SPA	WW
Weekly	12	-	4,644	SPA	WW
Weekly	12	-	4,644	SPA	WW
Weekly	12	-	4,632	Line	WW
Weekly	12	-	4,632	Line	WW
Weekly	8	4	4,656	SPA	WW
Weekly	8	4	4,656	SPA	WW
Weekly	8	4	4,656	SPA	WW
Weekly	8	4	4,656	SPA	WW
8 days	8	-	5,001	SPA	WW
Weekly	6	-	2,512	SPA	WW
Weekly	6	-	2,512	SPA	WW
Weekly	6	-	2,512	SPA	WW
Weekly	12	-	4,226	Line	NC
Weekly	2	-	1,192	Line	WW
Weekly	12	-	4,632	Line	WW
Weekly	12	-	4,632	Line	WW
7 days	6	-	4,886	SPA	WW
Weekly	8	1	2,449	SPA	WW
Weekly	8	1	2,449	SPA	WW
Weekly	8	1	2,449	SPA	WW
Weekly	12	-	4,644	SPA	WW
Weekly	12	-	4,644	SPA	WW
Weekly	12	-	4,644	SPA	WW
Weekly	12	-	4,644	SPA	WW
8 days	8	-	5,001	SPA	WW
Weekly	6	-	2,512	SPA	WW
Weekly	6	-	2,512	SPA	WW
Weekly	6	-	2,512	SPA	WW
Weekly	12	-	4,226	Line	NC
Weekly	2	-	1,192	Line	WW
Weekly	12	-	4,632	Line	WW



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Ocean Carrier Services CHARLESTON



Trade Region	Carrier	Carrier Specific Name	General Service Name
Caribbean	Safmarine	TP7	Maersk Line/Safmarine/New World Alliance/CMA CGM - TA3/TP7
Caribbean	MSC	S Atlantic	MSC - South Atlantic, Mexico & Gulf
Caribbean	Maersk Line	AMEX	MSC/Safmarine/Maersk Line - American Express-AMEX
Caribbean	MSC	AMEX	MSC/Safmarine/Maersk Line - American Express-AMEX
Caribbean	Safmarine	AMEX	MSC/Safmarine/Maersk Line - American Express-AMEX
Caribbean	APL	APX	New World Alliance/Evergreen/Maersk Line - Atlantic Pacific Express-APX
Caribbean	Evergreen Line	CNY	New World Alliance/Evergreen/Maersk Line - Atlantic Pacific Express-APX
Caribbean	Hyundai	APX	New World Alliance/Evergreen/Maersk Line - Atlantic Pacific Express-APX
Caribbean	MOL	CNY/APX	New World Alliance/Evergreen/Maersk Line - Atlantic Pacific Express-APX
East Coast South America	Alianca	NA-ECSA2	CSAV/Libra/Ham Sud/Alianca/'K' Line/YM/Hanjin- USATLAN
East Coast South America	CSAV	USATLAN	CSAV/Libra/Ham Sud/Alianca/'K' Line/YM/Hanjin- USATLAN
East Coast South America	Hamburg Sud	NA-ECSA2	CSAV/Libra/Ham Sud/Alianca/'K' Line/YM/Hanjin- USATLAN
East Coast South America	Hanjin Shipping	SNA	CSAV/Libra/Ham Sud/Alianca/'K' Line/YM/Hanjin- USATLAN
East Coast South America	K Line	SAMCO	CSAV/Libra/Ham Sud/Alianca/'K' Line/YM/Hanjin- USATLAN
East Coast South America	Libra-Montemar	USATLAN	CSAV/Libra/Ham Sud/Alianca/'K' Line/YM/Hanjin- USATLAN
East Coast South America	Yang Ming	ES2	CSAV/Libra/Ham Sud/Alianca/'K' Line/YM/Hanjin- USATLAN
East Coast South America	Alianca	ABUS	Ham Sud/Al/CSAV/Libra - East Coast Americas
East Coast South America	CSAV	-	Ham Sud/Al/CSAV/Libra - East Coast Americas
East Coast South America	Hamburg Sud	ABUS	Ham Sud/Al/CSAV/Libra - East Coast Americas
East Coast South America	Libra-Montemar	-	Ham Sud/Al/CSAV/Libra - East Coast Americas
East Coast South America	MOL	-	Mitsui O.S.K. 4 Continents Express Ro/Ro Service
Indian Sub-Continent	ANL Container Line	ISC-3	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Indian Sub-Continent	APL	IAX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Indian Sub-Continent	CMA CGM	Indamex	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Indian Sub-Continent	Hapag-Lloyd	Indamex	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Indian Sub-Continent	MacAndrews	Indamex	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Indian Sub-Continent	MOL	IAX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Indian Sub-Continent	NYK	IEX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Indian Sub-Continent	00CL	IEX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Indian Sub-Continent	Maersk Line	MECL1/SZX1	Maersk Line/Safmarine - MECL1/SZX1
Indian Sub-Continent	Safmarine	ESEC EXP	Maersk Line/Safmarine - MECL1/SZX1
Indian Sub-Continent	APL	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Indian Sub-Continent	CMA CGM	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Indian Sub-Continent	Hyundai	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Indian Sub-Continent	MOL	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Indian Sub-Continent	ARC	Mid East	Wallenius Wilhelmsen/ARC - US Gulf & East Coast/Middle East
Indian Sub-Continent	Wallenius Wilhelmsen	NM, MN	Wallenius Wilhelmsen/ARC - US Gulf & East Coast/Middle East
Mid East	APL	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Mid East	CMA CGM	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Mid East	Hyundai	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Mid East	MOL	SZX	New World Alliance/CMA CGM - Suez Express-SZX
Mid East	ANL Container Line	ISC-3	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Mid East	APL	IAX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Mid East	CMA CGM	Indamex	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Mid East	Hapag-Lloyd	Indamex	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express



100		POW				
	Frequency	# Vessels	# US Flag Vessels	Average TEUs	Operator	Terminal
	Weekly	12	-	4,632	Line	WW
	7 days	6	-	4,886	SPA	WW
	Weekly	8	1	2,449	SPA	WW
	Weekly	8	1	2,449	SPA	WW
	Weekly	8	1	2,449	SPA	WW
	Weekly	12	-	4,644	SPA	WW
	Weekly	12	-	4,644	SPA	WW
	Weekly	12	-	4,644	SPA	WW
	Weekly	12	-	4,644	SPA	WW
	7 days	5	-	2,501	SPA	WW
	7 days	5	-	2,501	SPA	WW
	7 days	5	-	2,501	SPA	WW
	7 days	5	-	2,501	SPA	WW
	7 days	5	-	2,501	SPA	WW
	7 days	5	-	2,501	SPA	WW
	7 days	5	-	2,501	SPA	WW
	Weekly	7	-	3,582	SPA	WW
	Weekly	7	-	3,582	SPA	WW
	Weekly	7	-	3,582	SPA	WW
	Weekly	7	-	3,582	SPA	WW
	Twice/Mth	-	-	0	-	UP
	Weekly	7	-	4,235	SPA	NC
	Weekly	7	-	4,235	SPA	NC
	Weekly	7	-	4,235	SPA	NC
	Weekly	7	-	4,235	SPA	NC
	Weekly	7	-	4,235	SPA	NC
	Weekly	7	-	4,235	SPA	NC
	Weekly	7	-	4,235	SPA	NC
	Weekly	7	-	4,235	SPA	NC
	Weekly	7	7	4,303	Line	WW
	Weekly	7	7	4,303	Line	WW
	Weekly	8	4	4,656	SPA	WW
	Weekly	8	4	4,656	SPA	WW
	Weekly	8	4	4,656	SPA	WW
	Weekly	8	4	4,656	SPA	WW
	Twice/Mth	-	-	0	-	UP
	Twice/Mth	-	-	0	-	UP
	Weekly	8	4	4,656	SPA	WW
	Weekly	8	4	4,656	SPA	WW
	Weekly	8	4	4,656	SPA	WW
	Weekly	8	4	4,656	SPA	WW
	Weekly	7	-	4,235	SPA	NC
	Weekly	7	-	4,235	SPA	NC
	Weekly	7	-	4,235	SPA	NC
	Weekly	7	-	4,235	SPA	NC



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Ocean Carrier Services CHARLESTON



Trade Region	Carrier	Carrier Specific Name	General Service Name
Mid East	MacAndrews	Indamex	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Mid East	MOL	IAX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Mid East	NYK	IEX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Mid East	00CL	IEX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Mid East	Maersk Line	MECL1/SZX1	Maersk Line/Safmarine - MECL1/SZX1
Mid East	Safmarine	ESEC EXP	Maersk Line/Safmarine - MECL1/SZX1
Mid East	ARC	Mid East	Wallenius Wilhelmsen/ARC - US Gulf & East Coast/Middle East
Mid East	Wallenius Wilhelmsen	NM, MN	Wallenius Wilhelmsen/ARC - US Gulf & East Coast/Middle East
North Coast South America	CCNI	Americas	CSAV/CCNI/Hamburg Sud - Americas Service
North Coast South America	CSAV	Americas	CSAV/CCNI/Hamburg Sud - Americas Service
North Coast South America	Hamburg Sud	AGAS	CSAV/CCNI/Hamburg Sud - Americas Service
North Coast South America	Alianca	NA-ECSA2	CSAV/Libra/Ham Sud/Alianca/'K' Line/YM/Hanjin- USATLAN
North Coast South America	CSAV	USATLAN	CSAV/Libra/Ham Sud/Alianca/'K' Line/YM/Hanjin- USATLAN
North Coast South America	Hamburg Sud	NA-ECSA2	CSAV/Libra/Ham Sud/Alianca/'K' Line/YM/Hanjin- USATLAN
North Coast South America	Libra-Montemar	USATLAN	CSAV/Libra/Ham Sud/Alianca/'K' Line/YM/Hanjin- USATLAN
North Coast South America	Alianca	ABUS	Ham Sud/Al/CSAV/Libra - East Coast Americas
North Coast South America	CSAV	-	Ham Sud/Al/CSAV/Libra - East Coast Americas
North Coast South America	Hamburg Sud	ABUS	Ham Sud/Al/CSAV/Libra - East Coast Americas
North Coast South America	Libra-Montemar	-	Ham Sud/Al/CSAV/Libra - East Coast Americas
Transatlantic	K Line	NA Shuttle	"K" Line - North Atlantic Shuttle Ro-Ro service
Transatlantic	BBC Chartering	Andino Eur	BBC - Andino European Service mpc
Transatlantic	ANL Container Line	ISC-3	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Transatlantic	APL	IAX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Transatlantic	CMA CGM	Indamex	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Transatlantic	Hapag-Lloyd	Indamex	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Transatlantic	MacAndrews	Indamex	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Transatlantic	MOL	IAX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Transatlantic	NYK	IEX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Transatlantic	00CL	IEX	CMA CGM/APL/Hapag-Lloyd/ANL/MacAndrews/MOL/NYK/OOCL - India-America Express
Transatlantic	ANL Container Line	EUS-1	CMA CGM/CSCL/Evergreen/ANL - Victory Bridge/EAG
Transatlantic	CMA CGM	Victory Br	CMA CGM/CSCL/Evergreen/ANL - Victory Bridge/EAG
Transatlantic	CSCL-China Shipping	EAG	CMA CGM/CSCL/Evergreen/ANL - Victory Bridge/EAG
Transatlantic	Evergreen Line	EUG	CMA CGM/CSCL/Evergreen/ANL - Victory Bridge/EAG
Transatlantic	COSCO	TAS-1	COSCO/"K" Line/Yang Ming/Hanjin/Zim - TAS-1
Transatlantic	Hanjin Shipping	NTA	COSCO/"K" Line/Yang Ming/Hanjin/Zim - TAS-1
Transatlantic	K Line	TASCO 1	COSCO/"K" Line/Yang Ming/Hanjin/Zim - TAS-1
Transatlantic	Yang Ming	TA1	COSCO/"K" Line/Yang Ming/Hanjin/Zim - TAS-1
Transatlantic	Zim	AUE	COSCO/"K" Line/Yang Ming/Hanjin/Zim - TAS-1
Transatlantic	Evergreen Line	NUE	Evergreen Line/New World Alliance - NUE
Transatlantic	Hapag-Lloyd	GMX	Grand Alliance - Gulf Mexico Express-GMX
Transatlantic	00CL	GMX	Grand Alliance - Gulf Mexico Express-GMX
Transatlantic	ACL	J	Grand Alliance/ACL - Gulf Atlantic Express-GAX
Transatlantic	Hapag-Lloyd	GAX	Grand Alliance/ACL - Gulf Atlantic Express-GAX Grand Alliance/ACL - Gulf Atlantic Express-GAX
	NYK	GAX	Grand Alliance/ACL - Gulf Atlantic Express-GAX Grand Alliance/ACL - Gulf Atlantic Express-GAX
Transatlantic	INTR	UAN	Grand Amande/AGE - Guil Additio Express-GAA



Frequency	# Vessels	# US Flag Vessels	Average TEUs	Operator	Terminal
Weekly	7	-	4,235	SPA	NC
Weekly	7	-	4,235	SPA	NC
Weekly	7	-	4,235	SPA	NC
Weekly	7	-	4,235	SPA	NC
Weekly	7	7	4,303	Line	WW
Weekly	7	7	4,303	Line	WW
Twice/Mth	-	-	0	-	UP
Twice/Mth	-	-	0	-	UP
Weekly	6	-	2,512	SPA	WW
Weekly	6	-	2,512	SPA	WW
Weekly	6	-	2,512	SPA	WW
7 days	5	-	2,501	SPA	WW
7 days	5	-	2,501	SPA	WW
7 days	5	-	2,501	SPA	WW
7 days	5	-	2,501	SPA	WW
Weekly	7	-	3,582	SPA	WW
Weekly	7	-	3,582	SPA	WW
Weekly	7	-	3,582	SPA	WW
Weekly	7	-	3,582	SPA	WW
Weekly	4	-	0	-	UP
Monthly	-	-	-	SPA	CS
Weekly	7	-	4,235	SPA	NC
Weekly	7	-	4,235	SPA	NC
Weekly	7	-	4,235	SPA	NC
Weekly	7	-	4,235	SPA	NC
Weekly	7	-	4,235	SPA	NC
Weekly	7	-	4,235	SPA	NC
Weekly	7	-	4,235	SPA	NC
Weekly	7	-	4,235	SPA	NC
Weekly	5	-	2,827	SPA	NC
Weekly	5	-	2,827	SPA	NC
Weekly	5	-	2,827	SPA	NC
Weekly	5	-	2,827	SPA	NC
Weekly	4	-	2,902	Line	CS
Weekly	4	-	2,902	Line	CS
Weekly	4	-	2,902	Line	CS
Weekly	4	-	2,902	Line	CS
Weekly	4	-	2,902	Line	CS
Weekly	12	-	4,226	Line	NC
Weekly	6	-	2,893	SPA	NC
Weekly	6	-	2,893	SPA	NC
Weekly	5	5	3,207	SPA	NC
Weekly	5	5	3,207	SPA	NC
Weekly	5	5	3,207	SPA	NC



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Ocean Carrier Services CHARLESTON



Trade Region	Carrier	Carrier Specific Name	General Service Name
Transatlantic	00CL	GAX	Grand Alliance/ACL - Gulf Atlantic Express-GAX
Transatlantic	ACL	N	Grand Alliance/Zim/ACL - Atlantic Express-ATX
Transatlantic	Hapag-Lloyd	ATX	Grand Alliance/Zim/ACL - Atlantic Express-ATX
Transatlantic	NYK	ATX	Grand Alliance/Zim/ACL - Atlantic Express-ATX
Transatlantic	00CL	ATX	Grand Alliance/Zim/ACL - Atlantic Express-ATX
Transatlantic	Zim	ATX	Grand Alliance/Zim/ACL - Atlantic Express-ATX
Transatlantic	APL	ATS	Maersk Line/New World Alliance - TA2/Atlantic South
Transatlantic	Hyundai	ATS	Maersk Line/New World Alliance - TA2/Atlantic South
Transatlantic	Maersk Line	TA2	Maersk Line/New World Alliance - TA2/Atlantic South
Transatlantic	MOL	ATS	Maersk Line/New World Alliance - TA2/Atlantic South
Transatlantic	Maersk Line	MECL1/SZX1	Maersk Line/Safmarine - MECL1/SZX1
Transatlantic	Safmarine	ESEC EXP	Maersk Line/Safmarine - MECL1/SZX1
Transatlantic	APL	MGS	Maersk Line/Safmarine/APL/Hapag-Lloyd - WestMed
Transatlantic	Hapag-Lloyd	MNX	Maersk Line/Safmarine/APL/Hapag-Lloyd - WestMed
Transatlantic	Maersk Line	WestMed	Maersk Line/Safmarine/APL/Hapag-Lloyd - WestMed
Transatlantic	Safmarine	US-Gulf	Maersk Line/Safmarine/APL/Hapag-Lloyd - WestMed
Transatlantic	MSC	S Atlantic	MSC - South Atlantic, Mexico & Gulf
Transatlantic	COSCO	TAS-6	MSC/COSCO/"K" Line/Yang Ming - West Med/North Atlantic
Transatlantic	K Line	TASCO 6	MSC/COSCO/"K" Line/Yang Ming - West Med/North Atlantic
Transatlantic	MSC	-	MSC/COSCO/"K" Line/Yang Ming - West Med/North Atlantic
Transatlantic	Yang Ming	TA6	MSC/COSCO/"K" Line/Yang Ming - West Med/North Atlantic
Transatlantic	APL	APX	New World Alliance/Evergreen/Maersk Line - Atlantic Pacific Express-APX
Transatlantic	Hyundai	APX	New World Alliance/Evergreen/Maersk Line - Atlantic Pacific Express-APX
Transatlantic	Maersk Line	TA1	New World Alliance/Evergreen/Maersk Line - Atlantic Pacific Express-APX
Transatlantic	MOL	CNY/APX	New World Alliance/Evergreen/Maersk Line - Atlantic Pacific Express-APX
Transatlantic	Atlanticargo	-	Star Shipping/Atlanticargo
Transatlantic	Star Shipping	-	Star Shipping/Atlanticargo
Transatlantic	Wallenius Wilhelmsen	EA,NA	Wallenius Wilhelmsen - PCTC North Atlantic
Transatlantic	ARC	Atlantic	Wallenius Wilhelmsen/ARC - PCTC Mid Atlantic
Transatlantic	Wallenius Wilhelmsen	EB,NB	Wallenius Wilhelmsen/ARC - PCTC Mid Atlantic
Transatlantic	ARC	Mid East	Wallenius Wilhelmsen/ARC - US Gulf & East Coast/Middle East
Transatlantic	Wallenius Wilhelmsen	NM, MN	Wallenius Wilhelmsen/ARC - US Gulf & East Coast/Middle East
Transatlantic	MOL	-	Mitsui O.S.K. 4 Continents Express Ro/Ro Service
Transatlantic (out)	APL	ATN	Maersk Line/Safmarine/New World Alliance/CMA CGM - TA3/TP7
Transatlantic (out)	CMA CGM	Liberty Br	Maersk Line/Safmarine/New World Alliance/CMA CGM - TA3/TP7
Transatlantic (out)	Hyundai	ATN	Maersk Line/Safmarine/New World Alliance/CMA CGM - TA3/TP7
Transatlantic (out)	Maersk Line	TA3	Maersk Line/Safmarine/New World Alliance/CMA CGM - TA3/TP7
Transatlantic (out)	MOL	ATN	Maersk Line/Safmarine/New World Alliance/CMA CGM - TA3/TP7
West Coast South America	BBC Chartering	Andino Eur	BBC - Andino European Service mpc
West Coast South America	CCNI	Americas	CSAV/CCNI/Hamburg Sud - Americas Service
West Coast South America	CSAV	Americas	CSAV/CCNI/Hamburg Sud - Americas Service
West Coast South America	Hamburg Sud	AGAS	CSAV/CCNI/Hamburg Sud - Americas Service
	U **		



		# US Flag	Average		
Frequency	# Vessels	Vessels	TEUs	Operator	Terminal
Weekly	5	5	3,207	SPA	NC
Weekly	4	-	4,211	SPA	NC
Weekly	4	-	4,211	SPA	NC
Weekly	4	-	4,211	SPA	NC
Weekly	4	-	4,211	SPA	NC
Weekly	4	-	4,211	SPA	NC
Weekly	5	5	4,336	Line	WW
Weekly	5	5	4,336	Line	WW
Weekly	5	5	4,336	Line	WW
Weekly	5	5	4,336	Line	WW
Weekly	7	7	4,303	Line	WW
Weekly	7	7	4,303	Line	WW
Weekly	7	3	4,380	Line	WW
Weekly	7	3	4,380	Line	WW
Weekly	7	3	4,380	Line	WW
Weekly	7	3	4,380	Line	WW
7 days	6	-	4,886	SPA	WW
Weekly	6	-	3,450	SPA	WW
Weekly	6	-	3,450	SPA	WW
Weekly	6	-	3,450	SPA	WW
Weekly	6	-	3,450	SPA	WW
Weekly	12	-	4,644	SPA	WW
Weekly	12	-	4,644	SPA	WW
Weekly	12	-	4,644	SPA	WW
Weekly	12	-	4,644	SPA	WW
10 days	5	-	1,422	Line	CS
10 days	5	-	1,422	Line	CS
Twice/Mth	-	-	0	-	UP
7 days	-	-	0	-	UP
7 days	-	-	0	-	UP
Twice/Mth	-	-	0	-	UP
Twice/Mth	-	-	0	-	UP
Twice/Mth	-	-	0	-	UP
Weekly	12	-	4,632	Line	WW
Weekly	12	-	4,632	Line	WW
Weekly	12	-	4,632	Line	WW
Weekly	12	-	4,632	Line	WW
Weekly	12	-	4,632	Line	WW
Monthly	-	-	-	SPA	CS
Weekly	6	-	2,512	SPA	WW
Weekly	6	-	2,512	SPA	WW
Weekly	6	-	2,512	SPA	WW

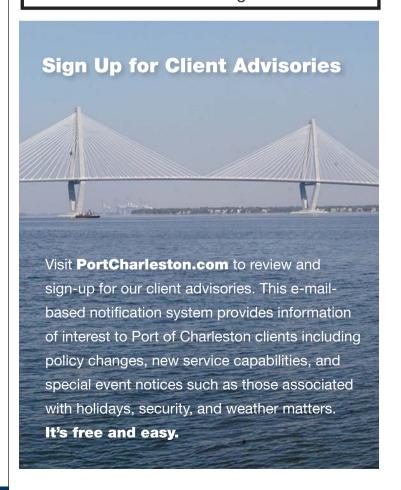
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- One 35-ton, one 25-ton, two 20-ton and four 10-ton cranes; one 5-ton monorail; one 3-ton jib crane
- Ideally located, the property fronts I-95 and provides convenient access to I-20 and Florence Regional Airport and the Ports of Georgetown (85 miles), Wilmington (125 miles), Charleston (125 miles), and Savannah (170 miles).

For complete details contact:



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